

CLASSIFICATION **SECRET**COUNTRY East Germany

REPORT

TOPIC Schoenefeld Airfield

EVALUATION

PLACE OBTAINED

DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 22 June 1955

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED Information

25X1

1. The following civilian air activity was observed at Schoenefeld airfield between 4 and 20 May 1955:

4 May. At 1500, the twin-engine aircraft arrived from Budapest and landed.

At 1600, took off for Budapest.

At 1700, aircraft arrived from Prague and landed.

6 May. At 1500, 4 Soviet military aircraft, presumably Li-2s, occupied by a delegation from Moscow landed. Three days later the aircraft took off again.

7 May. At 1200, arrived from Budapest.

At 1400, arrived from Warsaw.

At 1500, took off for Warsaw.

At 1530, arrived from Budapest.

At 1600, took off for Budapest.

Aircraft arrived from Moscow.

13 May. At 1500, a twin-engine aircraft with nosewheel arrived from Moscow.

At 1700, Li-2 arrived from Prague.

At 1730, arrived from Budapest.

17 May. At 0830, took off for Prague.

19 May. At 1400, twin-engine aircraft with nosewheel arrived from Warsaw.

At 1430, twin-engine aircraft with tail wheel arrived from Prague.

At 1445, took off for Warsaw.

At 1450, a twin-engine aircraft with nosewheel arrived from Moscow.

FLASH

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20 May. At 0800, aircraft [ ] took off for Moscow.  
At 0830, aircraft [ ] took off for Prague.

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2. The following military air activity and aircraft were observed at the field on 8 and 22/23 May:

8 May. The following aircraft all of which were fitted with tail wheels were parked in front of the hangars near Diepensee: Twin-engine aircraft [ ] : twin-engine aircraft, [ ] twin-engine aircraft [ ] and a twin-engine aircraft [ ]

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22 and 23 May. A Li-2 [ ] was seen on the landing field east of Schoenefeld. At about 1100 on 23 May, a single-engine aircraft [ ] landed and was also parked east of Schoenefeld.

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3. On 10 May, the handing over of Schoenefeld airfield to German authorities started. Only Soviet guard personnel wearing red collar patches were still quartered in the motion picture theater and the wing of the eastern hangar at Diepensee. The Soviet air unit transferred from Diepensee to the quarters at Schoenefeld. The military aircraft previously parked at Diepensee were parked in the airfield section near Schoenefeld south of the airfield hotel. The flight control station and the radio transmitting station were still occupied by Soviets who, however, were already familiarizing Germans with the work. The entire German personnel employed by the Soviet air unit was informed that they were to be subordinated to German airfield authorities by 1 July 1955. Until 1955. Until 30 June, wages were still to be paid by the Soviet air unit. On 18 May, [ ] a KVP guard detail of 18 men arrived from Kyritz. On 22 May, [ ] hangars and work shops in Diepensee were turned over to the East German Lufthansa. Beginning in early July, the personnel of the Soviet units were mainly to be stationed in Schoenefeld while the installations in Diepensee were to be adjusted to the requirements of the East German Lufthansa. <sup>1</sup>

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4. Since 18 May, pilots of the East German Lufthansa are said to have been trained in Diepensee. These pilots were allegedly members of the VPL who were believed of duty with the VPL and reassigned to the Lufthansa by order of the Ministry of the Interior. The pilots were allegedly quartered in the wing of the eastern hangar in Diepensee and, [ ] were daily trained in Li-2s between 0400 and 0630. <sup>2</sup>

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5. It was learned that at about 1000 on 7 May, a celebration was held on occasion of the turning over of part of Schoenefeld airfield to German authorities. The celebration was attended by the town mayor of Schoenefeld and the chief of the corporation of agricultural enterprises and by about 20 Soviet officers. A lieutenant colonel held a speech in which he announced that the Diepensee airfield section was officially turned over to the Germans. The occasion was filmed.

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6. On 12 and 13 May, 15 twin-engine aircraft, 4 biplanes, 1 high-wing monoplane and about 4 twin-engine commercial aircraft were parked at Schoenefeld airfield. On 2 June, the field was occupied by about the same number of aircraft as on 12 and 13 May.

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7. On 12 and 13 May, billeting equipment and sections of temporary buildings hauled from the airfield buildings near Diepensee to the northern section of the field. About 15 tank trucks were parked in the open near the western hangar in Diepensee. The construction of a temporary building was started north of the western hangar. On 2 and 3 June, the buildings in the Diepensee area were apparently vacated by the Soviets. The entrance to the field from Diepensee estate was guarded by VP sentries. A sizeable number of construction workers were engaged in renovation work on the buildings in the Diepensee area. All Soviets had presumably been quartered in the northern section of the field. A shed had been erected just northwest of the western hangar in Diepensee. Eight tank trucks, 15 trucks and 2 trucks mounting searchlights were parked next to the shed. <sup>1</sup>

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1. Comment. Contrary to the previous assumption the installations in the southern section of Schoenefeld airfield which are located near the village of Diepensee are being prepared for use by the GDR commercial aviation. The Soviets units were apparently transferred to the northern section of the field.
2. Comment. The training of East German pilots in passenger and transport aircraft at Schoenefeld airfield is reported for the first time. It is believed that the pilots to be employed by the GDR aviation company have already been trained outside the GDR. The training mentioned probably concerned approach practices in connection with the radio stations at Schoenefeld airfield.

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REMARKS				

SOURCE

7 May. At 1200, [ ] arrived from Budapest. 25X1  
 At 1400, [ ] arrived from Warsaw.  
 At 1500, [ ] took off for Warsaw.  
 At 1530, [ ] arrived from Budapest.  
 At 1600, [ ] took off for Budapest.  
 Aircraft [ ] arrived from Moscow.

13 May. At 1500, a twin-engine aircraft with nosewheel [ ] arrived from Moscow. 25X1  
 At 1700, Li-2 [ ] arrived from Prague. 25X1  
 At 1730, [ ] arrived from Budapest.

17 May. At 0830, [ ] took off for Prague. 25X1

19 May. At 1400, twin-engine aircraft [ ] with nosewheel arrived from Warsaw. 25X1  
 At 1430, twin-engine aircraft [ ] with tail wheel arrived from Prague.  
 At 1445, [ ] took off for Warsaw. 25X1  
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At 0830, aircraft [ ] took off for Prague.

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8 May. The following aircraft all of which were fitted with tail wheels were parked in front of the hangars near Diepensee: Twin-engine aircraft [ ] twin-engine aircraft, [ ] twin-engine [ ] and a twin-engine aircraft [ ]

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22 and 23 May. A Li-2 [ ] was seen on the landing field east of Schoenefeld. At about 1100 on 23 May, a single-engine aircraft [ ]

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3. On 10 May, the handing over of Schoenefeld airfield to German authorities started. Only Soviet guard personnel wearing red collar patches were still quartered in the motion picture theater and the wing of the eastern hangar at Diepensee. The Soviet air unit transferred from Diepensee to the quarters at Schoenefeld. The military aircraft previously parked at Diepensee were parked in the airfield section near Schoenefeld south of the airfield hotel. The flight control station and the radio transmitting station were still occupied by Soviets who, however, were already familiarizing Germans with the work. The entire German personnel employed by the Soviet air unit was informed that they were to be subordinated to German airfield authorities by 1 July 1955. Until 1955. Until 30 June, wages were still to be paid by the Soviet air unit. On 18 May, a KVP guard detail of 18 men arrived from Kyritz. On 22 May, hangars and work shops in Diepensee were turned over to the East German Lufthansa. Beginning in early July, the personnel of the Soviet units were mainly to be stationed in Schoenefeld while the installations in Diepensee were to be adjusted to the requirements of the East German Lufthansa. 1

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4. Since 18 May, pilots of the East German Lufthansa are said to have been trained in Diepensee. These pilots were allegedly members of the VPL who were believed of duty with the VPL and reassigned to the Lufthansa by order of the Ministry of the Interior. The pilots were allegedly quartered in the wing of the eastern hangar in Diepensee and, according to guard personnel, were daily trained in Li-2s between 0400 and 0630. 2

25X1

5. It was learned that at about 1000 on 7 May, a celebration was held on occasion of the turning over of part of Schoenefeld airfield to German authorities. The celebration was attended by the town mayor of Schoenefeld and the chief of the corporation of agricultural enterprises and by about 20 Soviet officers. A lieutenant colonel held a speech in which he announced that the Diepensee airfield section was officially turned over to the Germans. The occasion was filmed.

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[REDACTED]

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1. [REDACTED] Comment. Contrary to the previous assumption the installations in the southern section of Schoenefeld airfield which are located near the village of Diepensee are being prepared for use by the GDR commercial aviation. [REDACTED] The Soviets units were apparently transferred to the northern section of the field.
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[REDACTED]

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